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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

.....VI..... NATIONAL PARK

FILE COPY

FILE NO. 143

MONTHLY REPORT

FOR

SEPTEMBER, 1923.

SEPTEMBER, 1923.

October 10, 1923

Dear Sir:

The following is my report on conditions in the Yellowstone National Park and on the operation of the park for the month of September, 1923:

I. GENERAL CONDITIONS:

The month of September, 1923, while having somewhat poorer weather than was enjoyed a year ago, nevertheless, was beautiful and no serious storms occurred to mar the pleasure of the visitors who toured the park during the closing days of the season. Travel continued heavy, being approximately 40% in excess of the September travel last year.

During the month maintenance and construction crews were materially reduced and at the close of the season all maintenance work was stopped except such as was necessary in preparation for winter. Beginning September 1st, the temporary ranger force was gradually reduced and at the close of September 20th the ranger force was practically upon a winter basis.

During the period September 12th-14th Fish and Game Wardens of most of the Western States visited the park at the conclusion of their annual convention which, this year, was held at Missoula, Montana. These officials toured the park and on the 14th went out to the Buffalo Ranch where a buffalo stampede was held for their enjoyment.

The park was honored by a second visit by Director Hather, who entered the park via West Yellowstone on the 14th. He attended the buffalo stampede that day, and on the 16th and 17th, with the Superintendent, made a tour of inspection of the park.

The Superintendent was away from the park from September 2nd-4th, inclusive, making a trip to Salt Lake City to confer with Director Mather on official business. At this conference with the Director in Salt Lake City a decision was made by him that the next conference of Superintendents should be held in Yellowstone National Park and much work was done during the month of September in planning this conference and preparing for the accommodation of the officials and their wives who will come to Yellowstone Park for this important meeting. In this work of preparing for the conference we have the active assistance of the public utilities and individual concessionaires, who are as anxious as I am that it should be a complete success from every standpoint.

The conference is to be held here October 22nd-27th, inclusive. The Superintendents and other officials are expected to arrive October 21st and leave on the 28th.

The Superintendent of Yellowstone also made a trip into the Gallatin Mountains September 9th and 10th with the official photographer, J. E. Haynes, and Wm. C. Gregg, for the purpose of gathering data for use in making a report on the proposed road through Elkhorn Pass which certain Montana people and the Chicago, Milwaukee and St. Paul Railroad are promoting.

The Annual Report was completed during the month and mailed to Washington, also practically all other necessary reports were compiled and forwarded to Washington headquarters.

The Livingston Enterprise, which has been publishing a Yellowstone Park Tourist Edition throughout the season, stopped the publication of the special edition September 16th. This paper has been a very valuable aid to the park administration and has furnished all visitors with Associated Press news each day as well as much interesting information regarding the park. It is hoped that the publishers of the Enterprise will publish a special Tourist Edition again next year.

These are the important features of the September operations in Yellowstone National Park. Details of these and other activities follow.

Weather

The following records are quoted from the report for September of the Observer in charge of the local United States

Weather Bureau at Mammoth Hot Springs, Park Headquarters:

Temperature: Monthly mean, 52.3° , was 1.1° below normal. Highest 81° on the 8th; lowest 25° on the 18th. The first day with freezing temperature was the 12th, and the first killing frost occurred on the 18th.

Precipitation: Total, 1.05 inches, was 0.04 inch above normal. Generally fair weather prevailed during the first three weeks, while the last week was cloudy and showery.

Showfall: None.

Wind: Average hourly velocity 7.9 miles; normal 7.4. Maximum velocity 33 miles from the south on the 22d.

Sunshine: Percentage of possible 68; normal 63.

Travel

The park season closed on September 20th, and the books for this year's travel were closed on September 25th.

The season's total reached 138,352, as compared with 98,223 last year.

Detailed statements of the entire season's travel are attached hereto. A set of these statistics was sent to each Railway interested, all particular friends of the park, commissioners of this and other parks, and leading newspapers of the country.

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming.

MEMORANDUM FOR THE PRESS:

Release ON RECEIPT:

Yellowstone Park, Wyoming, October 30. - All travel records to Yellowstone National Park were broken during the season which closed September 20th, according to official revised statistics which have just been issued.

The total travel was 138,352 persons compared with 98,223 in the season of 1922. Of the total only 975 persons arrived prior to the official opening June 20th. The increase of 40,129 visitors this year exceeded the most confident pre-season estimate by at least fifteen thousand.

The extraordinary number of visitors is attributed to the rapid development of independent automobile travel, splendid railroad service, the national attention directed to the park by the visit of President and Mrs. Harding and their official party, and the generally favorable conditions encountered by those seeking recreation in the park. The year was exceptional for the abundance of wild animal life and the profusion of wild flowers. The weather during most of the summer was delightful.

Of the total travel this year 44,806 persons came by rail, 91,224 by automobile, 207 by motorcycle, and 1,140 on horseback and on foot.

The rail travel of 44,806 persons compared with last year's figure of 33,358. The 91,224 automobile visitors came in 27,359 cars. Last year there were 61,507 automobile visitors in 18,253 cars.

The Gardiner Gateway, or northern entrance, proved the most popular for automobile tourists. 8,631 cars, carrying 23,690 persons arrived there during the season, compared with 7,663 cars with 25,496 persons at the Cody Gateway, or eastern entrance, holder of this record for two years; 6,349 cars with 22,531 persons at the western entrance, and 4,331 cars with 14,507 persons at the southern entrance. The remarkable travel through the south entrance, which is comparatively a new route, is noteworthy.

The western was the most patronized rail entrance. Twenty-three thousand one hundred and fifteen visitors arrived there by rail; compared with 14,117 at the Gardiner Gateway, 7,407 at the eastern entrance, and 167 at the southern.

The automobile travel totals include 1,005 cars and 3,448 visitors who entered the park more than once during the season.

Visitors to the park came from every state in the Union, from Alaska, the Philippines, Hawaii and the Canal Zone, and from twenty one foreign countries, including England and seven other countries of the British Empire.

Curiously there was no resident of Delaware among the visitors who came to the park by automobile. Illinois leads the list of rail visitors, 5,747 residents of this state having been classified; Ohio is second with 3,552 visitors coming by rail, New York third with 3,101, and Pennsylvania fourth with 2,530. One-fourth of all of the visitors coming to the park by train came from Iowa, Illinois, Indiana and Ohio.

Montana leads the list of states sending travelers to the park in their own automobiles, having 10,725 of her citizens registering at the gates

during the summer. The second largest number of motorists, 7,627, came from California. In rail visitors California ranks sixth.

There were 117 makes of cars in the park and six makes of motorcycles.

The largest number of visitors entering the park in a single day in Yellowstone history was on August 7th when 2,859 visitors entered at the various gateways. On each of eighteen days, over 2,000 people entered the park and a rough census of visitors camping in the park and residing at the hotels and permanent camps, taken about August 1st, showed over 14,000 people touring the national playground at that time.

HORACE H. ALBRIGHT
Superintendent

Following are tables giving a detailed analysis of 1923 travel to the park by rail and motor and via the several entrances.

Total Season Travel By Entrance - 1923 and 1922
Yellowstone National Park

1 9 2 3									
ENTRANCE	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	Walking	Horseback	Pre-Season	TOTAL		
	Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	VISITORS
North	14,117	8691	26,690	45	71	542			43,420
West	23,115	6349	22,531	33	44	177			45,867
East	7,407	7665	25,496	32	48	365			33,316
South	167	4331	14,507	31	44	56			14,774
Pre-Season									
North & West		323					975		
Totals	44,806	27359	91,224	141	207	1,140	975		138,352
1 9 2 2									
ENTRANCE	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	Walking	Horseback	Pre-Season	TOTAL		
	Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	VISITORS
North	10,861	5448	18,154	47	76	669			29,760
West	17,094	4983	17,794	41	62	801			35,751
East	5,304	5964	20,039	35	55	337			25,735
South	99	1548	5,520	3	5	100			5,724
Pre-Season									
North & West		310					1,253		
Totals	33,358	18253	61,507	126	198	1,907	1,253		96,223

*Includes 1,005 cars and 3,443 visitors entering more than once during the season of 1923, and 934 cars and 3,168 visitors entering more than once in 1922.

Automobiles by Entrance and Exit Gateways (1)

ENTRANCE GATEWAY	Exit Gateway				Total Cars Entering Park
	North	West	East	South	
North	3,628	2,271	2,062	530	8,691
West	1,774	1,932	1,421	1,222	6,349
East	2,701	1,895	1,802	1,187	7,665
South	908	1,408	1,035	980	4,331
Total Exit Cars	9,211	7,506	6,400	3,935	27,036
Pre-season cars unclassified.					323
Motorcycles unclassified.					141
Grand Total all cars and motorcycles.					27,500

(1) Passengers are not counted as cars are checked out, but the approximate number of people using these cars can be obtained by multiplying number of cars by 3.334, given as the average number of people entering the park in each car.

Rail Travel by Entrance and Exit Gateways

ENTRANCE GATEWAY	Exit Gateway				Total Rail Tourists Entering Park
	North	West	East	South	
North	5,653	1,968	4,344	28	14,117
West	2,026	16,219	3,222	25	23,115
East	1,976	2,602	2,025	42	7,407
South	10	60	53	12	167
Total Exit Visitors	9,665	20,949	10,244	107	44,806

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS

Classified by States.

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE	Htls.-Camps	ENTRANCE	Htls.-Camps	ENTRANCE	Htls.-Camps	ENTRANCE	Htls.-Camps	Htls.-Camps	Htls.-Camps	TOTAL
Alabama.....	14:	13:	58:	52:	7:	7:	0:	0:	79:	72:	151
Alaska.....	0:	0:	0:	0:	0:	2:	0:	0:	0:	2:	2
Arizona.....	2:	5:	5:	2:	2:	4:	0:	0:	9:	11:	20
Arkansas.....	7:	12:	33:	33:	15:	10:	0:	0:	55:	55:	110
California.....	209:	203:	752:	490:	54:	72:	0:	1:	1015:	766:	1781
Colorado.....	26:	24:	86:	75:	64:	102:	0:	0:	176:	201:	377
Connecticut....	89:	26:	79:	38:	21:	21:	0:	0:	189:	85:	274
Delaware.....	16:	9:	10:	17:	2:	0:	0:	0:	28:	26:	54
Dist. of Col...	141:	32:	132:	68:	22:	8:	1:	0:	296:	108:	404
Florida.....	20:	27:	55:	79:	6:	7:	2:	0:	83:	113:	196
Georgia.....	27:	20:	70:	145:	4:	10:	2:	0:	103:	175:	278
Hawaii.....	5:	6:	0:	0:	0:	0:	0:	0:	5:	6:	11
Idaho.....	14:	28:	34:	50:	1:	2:	0:	0:	49:	80:	129
Illinois.....	774:	737:	1755:	877:	787:	765:	28:	24:	3347:	2400:	5747
Indiana.....	145:	220:	238:	221:	90:	221:	3:	3:	476:	665:	1141
Iowa.....	155:	300:	122:	298:	123:	294:	2:	7:	402:	899:	1301
Kansas.....	17:	65:	51:	141:	34:	95:	2:	0:	104:	301:	405
Kentucky.....	94:	42:	146:	118:	63:	48:	0:	1:	303:	209:	512
Louisiana.....	28:	8:	136:	53:	11:	22:	0:	0:	175:	83:	258
Maine.....	20:	6:	14:	12:	0:	5:	0:	0:	34:	23:	57
Maryland.....	47:	33:	110:	77:	32:	22:	0:	0:	189:	132:	321
Massachusetts..	222:	84:	203:	115:	83:	53:	6:	2:	514:	254:	768
Michigan.....	205:	267:	285:	141:	70:	89:	6:	0:	566:	497:	1063
Minnesota.....	511:	544:	15:	52:	52:	71:	0:	4:	578:	671:	1249
Mississippi....	22:	17:	59:	28:	3:	4:	0:	0:	84:	49:	133
Missouri.....	326:	184:	383:	342:	393:	337:	2:	1:	1104:	864:	1968
Montana.....	92:	185:	9:	5:	18:	19:	0:	1:	119:	210:	329
Nebraska.....	48:	80:	81:	109:	104:	174:	2:	2:	235:	365:	600
Nevada.....	1:	2:	6:	0:	0:	0:	0:	0:	7:	2:	9
New Hampshire..	8:	13:	9:	2:	6:	2:	1:	0:	24:	17:	41
New Jersey.....	200:	72:	401:	163:	81:	49:	3:	4:	685:	288:	973
New Mexico.....	1:	2:	2:	7:	4:	5:	0:	0:	7:	14:	21
New York.....	758:	335:	1105:	362:	361:	169:	8:	3:	2232:	869:	3101
North Carolina:	23:	9:	90:	55:	3:	1:	0:	0:	116:	65:	181
North Dakota...	56:	134:	5:	10:	10:	17:	0:	0:	71:	161:	232
Ohio.....	603:	702:	939:	623:	307:	366:	7:	5:	1856:	1696:	3552
Oklahoma.....	41:	16:	55:	82:	52:	60:	0:	0:	148:	158:	306
Oregon.....	69:	69:	64:	47:	15:	3:	0:	0:	148:	119:	267
Panama C. Z. :	0:	2:	0:	0:	0:	2:	0:	0:	0:	4:	4

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS - CONTINUED

STATE	NORTH ENTRANCE Htls.-Camps	WEST ENTRANCE Htls.-Camps	EAST ENTRANCE Htls.-Camps	SOUTH ENTRANCE Htls.-Camps	TOTAL Hotels-Camps	GRAND TOTAL					
Pennsylvania...	548	336	752	431	253	195	13	3	1565	965	2530
Philippine Is.	0	0	0	0	0	0	0	0	0	0	0
Rhode Island...	13	13	19	13	11	4	0	1	43	31	74
South Carolina:	2	1	29	48	0	5	0	0	31	54	85
South Dakota...	19	38	9	15	6	24	0	0	34	77	111
Tennessee.....	61	39	130	42	20	21	0	0	211	102	313
Texas.....	43	57	130	337	95	152	0	0	268	546	814
Utah.....	3	9	68	99	0	7	0	2	71	117	188
Vermont.....	3	6	6	0	0	2	0	0	9	6	17
Virginia.....	32	34	56	114	10	9	0	1	98	158	256
Washington.....	201	235	24	30	12	26	0	1	237	292	529
West Virginia..	41	18	58	42	12	8	4	0	115	68	183
Wisconsin.....	317	305	275	123	111	75	0	0	703	503	1206
Wyoming.....	27	9	11	15	32	62	7	2	78	88	166
TOTAL.....	6346	5633	9164	6298	3462	5728	99	60	19074	15724	34798

By Foreign Countries

[illegible]

Statement Showing Automobile Travel By States,
Season of 1923.

STATE	North		West		East		South		TOTAL	
	: Pass- :		: Pass- :		: Pass- :		: Pass- :		: Pass- :	
	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :
Alabama.....	5:	15:	4:	11:	4:	5:	4:	17:	17:	48
Arizona.....	17:	40:	35:	109:	14:	36:	12:	22:	78:	207
Arkansas.....	10:	32:	29:	113:	39:	139:	31:	130:	109:	414
California.....	868:	3443:	890:	2794:	273:	854:	196:	556:	2227:	7627
Colorado.....	150:	536:	141:	477:	470:	1472:	414:	1153:	1175:	3638
Connecticut....	16:	48:	5:	13:	27:	80:	16:	53:	64:	194
Delaware.....	0:	0:	0:	0:	0:	0:	0:	0:	0:	0
Dist. of Col..	15:	41:	0:	0:	7:	21:	4:	11:	26:	73
Florida.....	21:	58:	6:	21:	24:	71:	6:	18:	57:	168
Georgia.....	3:	18:	2:	6:	7:	22:	1:	6:	13:	52
Idaho.....	154:	545:	1243:	3932:	19:	63:	378:	1186:	1774:	5726
Illinois.....	419:	1227:	118:	475:	479:	1568:	177:	604:	1195:	3874
Indiana.....	153:	598:	48:	159:	189:	623:	76:	232:	466:	1612
Iowa.....	355:	983:	81:	280:	563:	1823:	154:	582:	1153:	3668
Kansas.....	96:	282:	101:	391:	306:	928:	272:	869:	775:	2470
Kentucky.....	16:	44:	9:	32:	26:	91:	6:	20:	57:	187
Louisiana.....	6:	15:	11:	39:	37:	109:	7:	28:	61:	191
Maine.....	4:	10:	3:	10:	8:	26:	1:	3:	16:	49
Maryland.....	7:	31:	3:	10:	10:	30:	8:	23:	28:	94
Massachusetts..	44:	119:	19:	52:	57:	204:	25:	61:	145:	436
Michigan.....	182:	608:	47:	144:	229:	756:	112:	348:	570:	1856
Minnesota.....	529:	1265:	44:	134:	378:	1205:	18:	75:	969:	2679
Mississippi....	3:	8:	1:	2:	11:	38:	15:	58:	30:	106
Missouri.....	104:	380:	87:	300:	252:	827:	262:	871:	705:	2378
Montana.....	2087:	6252:	588:	2507:	579:	1922:	35:	44:	3289:	10725
Nebraska.....	137:	465:	65:	231:	464:	1565:	242:	830:	908:	3091
Nevada.....	13:	21:	62:	194:	11:	26:	14:	40:	100:	281
New Hampshire..	5:	21:	2:	9:	7:	19:	2:	9:	16:	58
New Jersey.....	19:	57:	11:	35:	50:	175:	32:	72:	112:	339
New Mexico.....	7:	24:	5:	45:	19:	59:	12:	35:	43:	163
New York.....	140:	507:	45:	149:	171:	518:	78:	286:	434:	1460
North Carolina:	9:	42:	2:	7:	16:	73:	2:	8:	29:	130
North Dakota...	300:	1154:	27:	89:	187:	657:	2:	8:	516:	1908
Ohio.....	263:	894:	80:	261:	298:	897:	174:	545:	815:	2597
Oklahoma.....	59:	205:	97:	349:	189:	657:	269:	889:	614:	2100
Oregon.....	244:	779:	323:	1107:	42:	159:	53:	188:	662:	2233
Pennsylvania...	132:	463:	45:	156:	141:	438:	42:	179:	360:	1236
Rhode Island...	9:	21:	0:	0:	6:	29:	3:	9:	18:	59
South Carolina:	3:	11:	1:	3:	2:	6:	1:	3:	7:	23
South Dakota...	280:	943:	20:	60:	264:	851:	21:	61:	585:	1915

Statement Showing Automobile Travel By States
Season of 1923
C O N T I N U E D

STATE	North		West		East		South		TOTAL	
	: Pass- :		: Pass :		: Pass- :		: Pass- :		: Pass-	
	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :
Tennessee.....	7:	24:	4:	17:	17:	58:	13:	45:	41:	144
Texas.....	172:	538:	98:	312:	158:	560:	183:	785:	611:	2195
Utah.....	47:	151:	1168:	4475:	18:	45:	192:	672:	1425:	5343
Vermont.....	5:	17:	1:	6:	4:	11:	0:	0:	10:	34
Virginia.....	7:	23:	7:	26:	6:	20:	4:	12:	24:	81
Washington.....	721:	2875:	346:	1401:	100:	311:	60:	254:	1227:	4841
West Virginia..	16:	65:	4:	14:	7:	24:	4:	16:	31:	119
Wisconsin.....	253:	870:	33:	94:	212:	713:	25:	82:	523:	1759
Wyoming.....	111:	359:	96:	401:	1003:	3789:	560:	2156:	1770:	6505
Philippine Is..	0:	0:	0:	0:	0:	0:	1:	3:	1:	3
Alaska.....	0:	0:	0:	4:	0:	0:	0:	0:	1:	4
Hawaii.....	1:	3:	3:	10:	1:	3:	0:	0:	5:	16
Panama.....	1:	2:	0:	0:	0:	0:	0:	0:	1:	2
U. S. Govt.....	1:	5:	1:	4:	4:	8:	2:	5:	8:	22
Canada.....	86:	271:	21:	74:	27:	89:	3:	9:	137:	443
T o t a l.....	8292:	27408:	6083:	21544:	7432:	24653:	4224:	14171:	26031:	87776
Cars and passengers entering second trip unclassified.....									1005:	3448
Motorcycles and passengers unclassified.....									141:	207
Pre-season visitors and cars unclassified.....									323:	975
GRAND TOTAL - All cars and passengers classified & unclassified....									27500:	92406

Motorcycles Touring Park

Make of Machine	1921	1922	1923
Ace.....	0	4	1
Excelsior.....	8	10	4
Harley-Davidson.....	50	86	101
Indian.....	15	18	32
Henderson.....	3	6	3
Pope.....	0	2	0
T o t a l.....	76	126	141

Standard Make Automobiles Driven Through
The Yellowstone National Park

Make	1921	1922	1923	Make	1921	1922	1923
Allen	19	13	10	Hudson	404	301	593
American	1	1	0	Hupmobile	255	334	512
Anderson	0	4	7	International	10	7	9
Apperson	26	30	19	Jackson	5	2	8
Burn	46	43	28	Jeffery	19	13	9
Ciscoe	13	12	9	Jewett	0	13	211
Dick	1871	2054	2957	Jordan	45	39	72
Dillac	403	431	619	King	10	12	13
Ease	35	33	29	Kissel	26	27	33
Halmer	120	132	194	Lafayette	1	9	9
Handler	257	250	250	Lexington	40	67	56
Hevrolet	469	678	1681	Liberty	30	28	30
Leveland	50	56	62	Lincoln	7	48	95
ole	98	60	66	Locomobile	8	20	11
Columbia	13	23	26	Lozier	8	1	0
Commercial	0	2	0	Mack	1	0	1
Commonwealth	2	0	1	Marion-Handley	1	0	0
Crow-Borbert	8	5	8	Mennen	85	106	133
Daniels	2	2	0	Maxwell	202	216	361
Davis	7	8	7	McFarlane	1	2	0
Day-Hilder	6	1	0	McLaughlin	6	19	28
Dixie	0	1	1	Mercer	8	17	13
Dodge	1459	1861	2490	Metz	3	1	0
Dort	51	43	110	Mitchell	84	43	41
Durant	0	27	145	Moline-Knight	5	1	4
Elcar	6	19	6	Monitor	0	1	2
Elgin	33	19	26	Moon	3	8	29
Empire	1	3	0	Monroe	2	0	0
Essex	152	258	399	Miscellaneous	73	32	74
Ford	4592	5529	8218	Nash	366	386	702
Franklin	237	226	307	National	21	25	24
Gardner	0	39	63	Oakland	216	232	282
G. M. C.	3	1	2	Oldsmobile	335	353	555
Grant	23	18	20	Overland	447	473	702
Gray	0	0	7	Packard	116	173	371
H. A. C.	0	3	2	Paige	154	155	142
Haynes	86	82	92	Pan American	6	3	2
H. C. B.	0	1	3	Pontifinder	2	4	2
Holmes	3	8	4	Patterson	5	12	9

Standard Make Automobiles Driven Through
The Yellowstone National Park
C O N T I N U E D

Make	1921	1922	1923	Make	1921	1922	1923
Peerless.....	38	37	49	Standard.....	3	3	2
Pierce-Arrow.....	50	49	53	Stanley-Sterner...	1	4	7
Pilot.....	2	4	2	Stearns-Knight....	19	27	32
Pope-Hartford.....	0	1	0	Stewart.....	0	2	0
Premier.....	26	18	24	Stevens.....	58	67	61
Pullman.....	0	2	0	Stevens-Duryea....	0	4	0
Reo.....	2	3	0	Stevens-Knight....	2	0	0
Republic.....	285	253	302	Studebaker.....	673	906	1604
Revere.....	2	2	5	Stutz.....	25	20	44
Rickenbacker.....	0	1	1	Templar.....	0	7	9
Roemer.....	0	2	17	Thomas.....	0	2	0
Rolls-Royce.....	6	0	2	Tulsa.....	0	0	3
R. V. Knight.....	1	1	0	Valie.....	82	74	104
Road.....	0	2	3	Winton.....	27	22	41
Star.....	0	0	2	Wyllis-Knight....	159	169	377
Simson.....	0	0	163	Wyllis-Six.....	0	4	6
Saxon.....	0	5	0	Wyllis-St. Claire..	0	4	19
Scripps-Pooth.....	30	22	16	Wescott.....	7	8	11
Sheridan.....	27	39	32	White.....	26	25	30
	0	3	4				
Total Classified.....					14642	16961	26031
Second trip unclassified.....					767	934	1005
Pre-season cars.....					231	338	323
GRAND TOTAL ALL CARS.....					15660	18253	27359

II. PERSONNEL

On September 1st there were 99 appointees on the pay-rolls and on September 30th there were 61. The following list shows the number of appointees of various classes serving during the month, with a general statement of the kind of work in which they were engaged:

<u>No.</u>	<u>Class</u>	<u>Kind of work performed</u>
1	Superintendent	General administration and supervision of all activities in the park.
1	Asst. Superintendent	Administration, purchasing, disbursing.
2	Asst. Engineers	1 in charge of engineering work in park, 1 assisting.
7	Clerks	1 Financial Clerk; 1 Cost Accounting Clerk; 1 Personnel and File Clerk; 1 Clerk on orders, proposals and vouchers; 1 Time and Payroll Clerk; 2 Stenographer-Typists on stenographic work for superintendent.
3	Electricians	Operated power plant regular shift, including Sundays, read meters, did necessary line work.
3	Foremen	1 in charge of headquarters corral and work on lawns; two on roads and construction work; one on wagons and sprinkling system.
1	Telegrapher	Sent and received all Government Western Union messages, operated one shift on telephone switchboard.
2	Telephone Switchboard operators	Operated telephone switchboard daily shifts, including Sunday, (one laid off close September 23, 1923).

1	Master Mechanic	In charge of shops and of repair to heavy road machinery.
1	Blacksmith	General blacksmith work, including shoeing of horses in shop, overhauling and repairing tools and equipment.
1	Master Painter	General shop work including painting equipment and buildings.
5	Laborers	Teaming, freighting, assisting mechanics and miscellaneous work at headquarters. (One resigned close of September 22nd; one carried on rolls in August left Service in August but resignation not received until October).
1	Steward and Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of tame buffalo herd.
2	Asst. Buffalo Keepers	One in charge of hay ranch operations at Slough Creek; one assisting.
1	Buffalo Herder	Assisting Buffalo Keeper. (Resigned close of September 22nd.)
1	Master Plumber	In charge of general plumbing and water and sewer systems.
1	Auto Mechanic	On duty in power plant.
1	Machinist	Shops. (Suspended for 30 days beginning September 8th).
1	Carpenter	Repairing buildings at headquarters.
1	Chief Park Ranger	In charge of ranger force.
1	First Asst. Chief Park Ranger	In charge of Northern District.
2	Assts. Chief Park	1 on duty at Lake District; 1 in

Ranger	charge Chief Ranger's Office.
9 Park Rangers	Patrolling, handling tourist traffic, protecting game, policing up stations, repairing trails and bridges, fire lookout work, and miscellaneous duties. (Two resigned close September 30th).
33 Temporary Park Rangers	Patrolling, handling tourist traffic, building trails, fire lookout, lecture guide, information, on duty in Chief Ranger's office, miscellaneous duties. (Services terminated: One on Sept. 2; two on Sept. 5; one on Sept. 8th; seven on Sept. 10; three on Sept. 11; one on Sept. 12th; three on Sept. 14th; six on Sept. 15th; one on Sept. 18th; three on Sept. 19th; two on Sept. 20th; one on Sept. 30th.)
11 W A E Park Rangers	In charge of stations, patrolling, motorcycle, miscellaneous duties. (Two furloughed: one effective close Sept. 15th; one effective close Sept. 19th.)

Leaves of Absence

Will Simonson, Buffalo Herder, Sept 10-11, 2 days.
 A. C. Neumann, Master Painter, Sept. 21-30, 8 days.
 James McBride, Park Ranger, Sept. 19-21, 3 days.
 James Dupuis, Park Ranger, Sept. 19-20, 2 days.
 Roy Frazier, Park Ranger, Sept. 20-21, 2 days.
 Thad Pound, Park Ranger, Sept. 22-29, 7 days.
 Lucy Bilkert, Clerk, Sept. 12 (noon), 1/2 day.
 W. L. Bicket, Carpenter, Sept. 5 (noon) to Sept. 6 (noon), 1 day.
 Charlie Stinnett, Blacksmith, Sept. 7 (noon)-Sept. 15, 7-1/2 days.
 Nathan Sandel, Telegraph Operator, Sept. 27 (noon)-Sept. 30, 2-1/2 days.
 Lee Webb, Park Ranger, Sept. 26-29, 4 days.
 Wm. Riley, Sept. 4-5, 2 days.
 W. L. Bicket, Carpenter, Sept. 29, 1 day.
 E. A. Allan, Electrician, Sept. 22, 1 day.
 Deane T. White, Foreman, Sept. 24-26, 3 days.
 Bert Stinnett, Master Mechanic, Sept. 3-18 (noon), 13 1/2 days.

Terminations

Robert J. Hummer, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 2, 1923.

Nathan Bartlett, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 5, 1923.

Geo. M. Vandaveer, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 5, 1923.

Edward B. Cogswell, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

Kenneth B. Melver, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

John B. Lowry, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

Charles B. Grove, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

James D. Landsdowne, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

Olin B. Lane, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

Malcolm T. Swann, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 10, 1923.

William J. Cribbs, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 8, 1923.

Russell Sprinkel, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 11, 1923.

John R. Huggan, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 11, 1923.

Douglas McMurray, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 11, 1923.

Edwin S. Young, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 11, 1923.

Napoleon T. Carrier, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 14, 1923.

David J. Prior, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 14, 1923.

Paul R. Needham, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 14, 1923.

Harry Marioneaux, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Eugene V. Robertson, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Joseph Byrns, Jr., Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Michael Z. Ferguson, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Gordon Cottier, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Vernon S. Lilly, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 15, 1923.

Burleigh D. Shelton, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 18, 1923.

Carroll P. Donohoe, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 19, 1923.

Elmer E. Silburn, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 19, 1923.

Edward D. Sledge, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 19, 1923.

Marguerite Lindsley, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 20, 1923.

Theodore P. Leder, Temporary Park Ranger, \$80 per month and quarters, plus increase of compensation, effective close of September 20, 1923.

Theodore P. Chittenden, Temporary Park Ranger, \$100 per month and quarters, plus increase of compensation, effective close of September 30, 1923.

Mrs. Jessie L. Cummings, Temporary Telephone Operator, \$75 per month and quarters, plus increase of compensation, effective close of September 23, 1923.

Furloughs

Ernest Matthew, Park Ranger, \$1200 per annum and quarters, W A E, plus increase of compensation, furloughed effective close of September 15, 1923.

Hollis W. Matthew, Park Ranger, \$1200 per annum and quarters, W A E, plus increase of compensation, furloughed effective close September 19, 1923.

Resignations

Lee Webb, Park Ranger, \$1200 per annum and quarters, plus increase of compensation, effective close of September 30, 1923.

Luther Custer, Park Ranger, \$1200 per annum and quarters, plus in-

crease of compensation, effective close of September 30, 1923.

Will Simonson, Buffalo Herder, \$1200 per annum and quarters, plus increase of compensation, effective close of September 22, 1923.

Floyd Marriott, Laborer, \$1200 per annum and quarters, plus increase of compensation, effective close of September 22, 1923.

Suspension

John D. Fraser, Machinist, \$1320 per annum and quarters, plus increase of compensation, effective commencing September 8, 1923, for thirty days.

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In addition to the regular employees listed above under appointment, the following were employed temporarily by the day:

	<u>September 1st</u>	<u>September 30th</u>
2-horse teamsters	43	9
4-horse teamsters	16	2
Laborers	43	19
Skilled Laborers	11	10
Special Laborers	15	10
Cooks	27	10
Truck Drivers	11	10
Horse Shoers	2	0
Drillman (air)	2	2
Blacksmiths	4	2
Steam Shovel Operator	1	1
Plumber	3	2
Electricians	1	0
Cat. Operators	2	2
Plumbers Helper	1	0
Linemen	10	4
Powderman	1	1
Carpenters	4	2
Irrigators	3	0
Axemen	3	6
Foremen	21	6
Bridgeman	1	0
Painters Special Helper	2	0
Gradersmen (Power)	1	0

Gradersmen	4	2
Rough Carpenters	2	1
Mechanic	1	0
Compressor Operator	1	0
Waitress	1	1
Tile Layer	1	1
Stacker	1	1
Mason	1	0
	<hr/>	<hr/>
	240	104
Appointees	<hr/>	<hr/>
	99	61
Total	339	165

III. WORK COMPLETED

(A) Construction of Physical Improvements

Canyon Public Automobile Camp Water System: The water system which will supply water for the public automobile camp at the Canyon was completed this month and is now ready to operate whenever required in the spring. This month the three runs were connected up and concrete piers placed to support the four-inch and six-inch drive pipes. A house 10' x 17' was built over the runs. Approximately 4000 feet of 4" pipe, 500 feet of 3" pipe and 1000 feet of 2" pipe was laid and covered.

Road Camp Buildings: A log trimmed frame stable was constructed in Dunraven Pass for use of the road crew there. The building is 16 x 30 feet. It has three double stalls and a tin lined oat bin on the lower floor. The loft will hold about ten tons of baled hay

(B) Maintenance and Repair of Physical Improvements

Road Improvements: Graveling, widening and generally improving the road through the Gibbon Canyon was continued during the month. The road was graveled from the lower end of Gibbon Meadows to a point one-quarter mile below Iron Spring, also about one-half inch between Elk Park and Gibbon Meadows. Gravel was secured in the pit at the upper end of Gibbon Meadows and loaded with a steam shovel. For hauling the gravel we used two four-yard trucks, thirteen two-yard dump wagons and the caterpillar tractor which hauled six 4-yard trailers. On September 13th the teams were laid off, leaving only the trucks and tractor for hauling.

Good work was done with the air compressor outfit, drilling and blasting off rock points and ditches. The compressor was out of commission about one week while a new block for the engine was being secured. During the month all rock points between Gibbon Meadows and Gibbon Falls were blasted off and ditch lines shot out. In connection with this work, one 18-inch G. I. culvert and six 12-inch G. I. culverts were placed.

On the East Entrance road the bridges over Pelican Creek were repaired and decked with 3" plank, placed lengthwise, three on a side, also the Cub Creek bridge.

IV. WORK IN PROGRESS

(a) Construction of Physical Improvements

Lake Sewerage System: Work on this project was continued during the month and good progress made. The concrete sedimentation tank was finished, also the piping layout around the tank, which included the placing of several valves. Seven hundred feet of the trunk line sewer was completely excavated and eight hundred feet one-quarter excavated; fifteen hundred feet of 6" pipe laid and trench back filled. The lateral to the Lake Permanent Camp, 660 feet in length, was excavated, 6" pipe laid and trench back filled. The lateral to the Lake Ranger Station, 578 feet long, and also the one to Hamilton's store, 925 feet in length, were excavated. Nine concrete manholes were built.

Trails: It has been next to impossible to secure men for work on trails. One crew was maintained but at no time were there over five men at work. This crew worked on the section of the Howard Eaton Trail from Apolinaris Spring to Norris. Construction work at this point is very heavy and with the small crew only seven miles were completed.

(b) Maintenance and Repair of Physical Improvements

Soon after the first of the month all sprinkling and small maintenance crews were ordered in to headquarters and disbanded for the season.

The crew stationed at Goff Creek in the Shoshone Forest was moved to Aspen Creek September 16th to cut timber for piles to be used in repairing the Elk Fork bridge and constructing a crib there. By the end of the month 120 piles had been cut and hauled to Elk Fork.

The crew that was camped at Pacific Creek in the Teton Forest started for headquarters September 10th. The 78-foot bridge over

the west fork of Pacific Creek was redecked with 3-inch plank, also several small bridges near Moran. Considerable work was done at the mouth of Pacific Creek in an attempt to change the channel, so that stream will flow directly into Snake River, thus preventing further damage to the roadway by encroachment.

Casey's crew was engaged on work near West Thumb until September 23th, when it was moved to Old Faithful. The log bulkhead begun last month was completed. It is 1500 feet long and three logs high. The logs are fastened together with drift pins and anchored to deadmen. The space back of the bulkhead was filled with rock and gravel.

Three dangerous and unsightly log bridges on the West Thumb-Lake road were replaced with 24" G. I. culverts and fills. An old log bridge located on the South Entrance road one-half mile south of West Thumb was replaced with a 12' span bridge. The abutments and stringers are logs and the deck 3" plank. A log bridge over Doghead Creek located 5 miles south of West Thumb was widened 6 feet.

(c) Miscellaneous Improvement Work

The Master Painter has been on leave during the latter part of the month and a report on his work for September is therefore not available. It will be combined with that for October.

The Master Mechanic and his helpers repaired cars, trucks, motorcycles and general equipment.

The Blacksmiths shod horses, repaired wagons, graders, etc.

The Carpenters did odd repairing work and continued to remodel an old building for use as a lumber shed.

The Master Plumber and his assistants did general repair work to water and sewer system at Mammoth and completed the water system in the Canyon automobile camp.

The Steward and Master of Transportation supervised the hauling of freight from Gardiner to Mammoth and from Mammoth to points in the park. For the first twenty days of the month there were eight truck drivers on duty and two extra men in the warehouse. One hundred tons of coal were hauled from Gardiner by truck. Camps were moved in and supplies sent out to ranger stations for the winter.

Buildings, Grounds, Etc., at Headquarters: All work on lawns was discontinued towards the end of the month, and the services of extra men for summer duty were dispensed with.

The Telephone System and Power Plant were operated in the usual manner. The Power Plant was run constantly with the results shown in comparison for September 1922, as follows:

	<u>1922</u>	<u>1923</u>
Total current generated, in K W hours	23,190	34,760
Of this, sold to public utilities		
@ 5¢ per KWH	5,501	12,056
Consumed for street lighting	3,087	1,451
Balance, consumed in Government		
Buildings, for power and lighting,		
and lost on lines in transit	14,602	21,253
Peak load during month in KWH	76	120

The Telephone and Switchboard Office was open daily from 6:30 A.M. to 12:00 M. (Midnight) until September 22, 1923. Effective that date, it was operated from 7:30 A.M. to 8:45 P. M. The total business handled was as follows:

Switchboard Calls

On Government local lines	9210
On Hotel Company lines	880
On Long Distance Connections	<u>304</u>
Total	10394

Telegrams

Government sent	96
Commercial sent	<u>180</u>
Total	276
Government received	72
Commercial received	<u>167</u>
Total	239

Office Force

The office force was busy with usual routine work which includes orders, payment of vouchers, preparation of accounts, reports, general correspondence, etc. 1026 pieces of official mail were received and 1673 were sent out during the month.

In addition to the regular work of the Superintendent's office of Yellowstone National Park the detailed justification of the 1925 estimate for the National Park System was prepared and forwarded to Washington. This involved a tremendous amount of typewriting and other clerical work. Besides this, much other work relating to other parks was done under the direction of the Superintendent acting in his capacity as Field Assistant to the Director.

Ranger Patrols

On September 15th the big game hunting season in Wyoming opened. Although there is only a small area bordering on the south boundary open to hunting, as all other sections are state game preserves, rangers have been doing intensive patrol work along the east and south boundaries of the park. These patrols are maintained for the purpose of protecting the park and to prevent hunting in the state game preserves adjacent to the park, and to see that Wyoming hunting laws are complied with in general. All men operating in these sections are Deputy State Game Wardens and are enforcing state laws in order to carry out cooperative agreements and the broader conservation policies of the Service. As nearly all elk around the park are a part of the park herds it is desirable that they should be protected as well as those in the park.

Two rangers and Assistant Chief Ranger Douglas have been in this Upper Yellowstone District since the season opened, and patrols along the east and south boundaries have been maintained constantly.

On October 15th the season in Montana will be opened and as over half the lands adjacent to the park in this state are open to hunting intensive patrols will be necessary, and the coming month will mean hard work and long hours for the entire ranger force.

(d) Service to the Public

Information Office and Museum. During the month of September 2890 people visited the Information Office and Museum

as compared with 1725 in September, 1922.

Below is a detailed report showing a record of sales for the month of September:

Article	Number 1922	Price	Number 1923	Price
Haynes	25	18.75	37	27.75
Portfolio	11	11.00	69	69.00
Trees and Flowers			11	8.25
Pronghorn	2	.50		
Bulletin 611	5	2.50	7	3.50
Bulletin 612	3	1.50	7	3.50
Western Map AAA			4	3.20
Transcontinental Map AAA				
Glimpses	48	4.80		
Geological History	49	4.90	136	13.60
Geysers	91	9.10	123	12.30
Fossil Forests	49	4.90	76	7.60
Whitebar	7	1.15	12	1.80
Fishes	16	.80	24	1.20
Truthful Lies	7	1.75	6	1.50
Panoramic View	9	2.25		
U. S. G. S. Maps	13	3.25	36	9.00
Foolish Questions			9	4.50
Total		67.15	166.70	

This report shows the record of sales for the entire year:

Article	Number Sold 1923	Number Sold 1922	Balance On Hand
National Parks Portfolios	1,081	947	919
Glimpses of Our National Parks	495	299	
Bulletin "A" 611, U.S.G.S.	37	42	44
Bulletin "B" 612, U.S.G.S.	24	32	31
Fossil Forests	916	503	764
Geysers	1,701	876	277
Geological History	1,849	745	303
Fishes of Yellowstone	330	195	275
Panoramic Views of Yellow- stone	47	117	129
U. S. G. S. Maps (Topo.)	312	35	5
Total	6,792	3,791	

Article	Number Sold 1923	Number Sold 1922	Balance On Hand
(Miscellaneous Publications)			
Truthful Lies	158	191	42
Pronghorn (Sold out)	17	31	
Whitebar Elk	131	48	1,134
AAA Maps:			
Transcontinental	4	2	7
Western	44	11	31
Haynes Guide Book @ 75¢	950	374	
Trees & Flowers @ 75¢	200		
Foolish Questions by Chaney @ 50¢	<u>73</u>	<u> </u>	27
Totals	1,577	657	

Guide Service: During the entire 1923 tourist season ranger guides conducted a total of 41,961 people over the hot spring and geyser formations at Mammoth and Old Faithful; 12,130 of these constituted parties at Mammoth, and 29,831 at Old Faithful. The larger number at Old Faithful is due to the fact that the walks are shorter and not as difficult as those at Mammoth. Too, rangers guide visitors over different sections of the geyser and hot pool formations at Upper Basin at different times of day, whereas, at Mammoth all parties are taken directly over the hot springs formations.

VI. PLANS OR PROPOSED WORK

In the ranger department plans for the coming month anticipate the complete rationing of stations and snowshoe cabins, and overhauling of winter equipment.

VII. POLICIES

There were no changes in policy during the month.

VIII. COST OF OPERATION

The cost of operating the park for the month of September, 1923 will be shown on the Monthly Cost Accounting Report which will go forward as soon as prepared.

IX. OTHER MATTERS OF INTEREST

At no time for many years have conditions been as ideal for wild life as at present. Growth of forage at all altitudes has been unusually heavy and continued rains the entire season have kept the grass from burning. At present there is still green grass to be found in the park, a most unusual occurrence at this season of the year. In many cases the grass never began to season until struck by a killing frost. The forage has a thick stand, is well seasoned and has excellent body. No trouble is anticipated with game herds this winter. However, conditions can develop during the winter that might outweigh all the favorable conditions that exist at present, but they would have to be very severe, and are not probable.

Elk: Elk conditions are hard to explain at present. Although there has been practically no snow, the elk are not staying as high as is usually the case at this time of the year. Their general range is about 1000 feet lower than should be at this time. It may be that in the average year the forage is better in the higher altitudes, while this year it is as good, if not better, lower. However, there are no elk in the lowest altitudes which constitutes the winter range and this forage is practically untouched for winter use.

Rangers in the Upper Yellowstone country report several elk having been killed by hunters outside of the park.

Conditions in Jacksons Hole are nearly ideal and the elk there should winter well.

Antelope: Aside from a lone buck no antelope have been seen around Gardiner. They are staying high later than usual which is probably due to excellent range conditions.

Occasional observations show that there has been a substantial increase.

Deer: As soon as the season closed and the crowds of people around Mammoth disappeared, deer began to make their appearance on the parade grounds and at other places about Mammoth.

The deer, as usual, are in splendid condition.

Moose: This animal has been observed in many different sections of the park. Where left undisturbed he is thriving. However, the Upper Yellowstone district has always been the great

moose range, and for the third consecutive year Wyoming has authorized the killing of 50 bull moose in this area. The first season practically exterminated the large bulls, while the second accounted for many of the smaller ones. If any number are killed this fall it will have a most disastrous effect. The present size of the herd will not only be reduced below a point of safety, but the natural increase for the next three or four years will be very small. It will take ten years for these moose to recover from the effect of the past two hunting seasons and if hunters have any results at all this year it may mean the complete extermination of this species in the Upper Yellowstone territory.

Mountain Sheep: These animals have not yet made their appearance on the winter ranges and we have very little information regarding their condition at present. The few that have been seen are in excellent condition and it is apparent that there has been a substantial increase.

Bears: Bears have not been much in evidence since the park season closed. Contrary to their usual habits they have not remained to make a nuisance of themselves for winterkeepers, cooks of construction crews and others in the park. Evidently, there is an unusually good crop of berries, roots and other feed in the park and they prefer it to that which they can beg or steal near hotels and camps.

Arrests and Violations of Law

The following trials were held before the U. S. Commissioner during September:

U. S. vs. Don M. Gless and Perry Hansen, Larceny. Discharged.

U. S. vs. Walter Toole. Violation of speed laws. Fined \$15.00 and costs, amounting to \$5.50.

U. S. vs. Fred Sprowl. Violation of speed laws. Fined \$15.00 and costs, amounting to \$5.50.

Special Visitors

Hon. Frank W. Mondell, Ex-Congressman from Wyoming, entered via Gardiner, September 1st, and left via the same gateway on September 4th.

Hon. W. E. Borah U. S. Senator from Idaho, reached the park via West Yellowstone on September 11th and went out the same way

on the 13th.

Hon. Geo. P. Barrow, Congressman from Pennsylvania, reached the park via Gardiner on the 31st of August and left of September 4th by the same gateway.

Hon. F. G. Lanham, Congressman, entered the park via West Yellowstone September 2nd and left via the same gateway on the 7th.

Hon. Robert H. Clancey, Congressman from Michigan, entered the park August 30th via Gardiner and left via Cody on September 4th.

Lt. Governor Nelson Story, Jr., of Montana, and President H. E. Byram, of the Chicago, Milwaukee and St. Paul, were in the Northwestern quarter of the park and in the Gallatin Mountain on September 15th.

Hon. Stephen T. Mather, Director of the National Park Service, was in the park September 14th-17th, inclusive, coming in and leaving via West Yellowstone. He had with him on the 14th and 15th Dr. Chas. G. Plummer of Salt Lake City.

On the 12th of September eight members of the Western States Fish and Game Commissioners entered the park via Gardiner, and on the 14th left by the same gateway: Members of the party were: J. W. Zinney, State Game Warden, State of Washington; Robert Hill, Asst. State Game Warden, State of Montana; C. F. Culler, District Supervisor, U. S. Bureau of Fisheries, Homer, Minnesota; A. E. Burgdoff, State Game Warden, State of Oregon, Portland, Oregon; D. H. Madsen, State Game Warden, State of Utah, Salt Lake City; R. E. Thomas, State Game Warden, State of Idaho, Boise, Idaho; George A. Lawyer, Chief U. S. Game Warden, Bureau of Biological Survey, Washington, D. C.; and C. A. Jakways, State Game Warden, State of Montana. Also H. G. Parvin, State Game Warden, State of Colorado, Denver. Several of these men had their wives with them.

Mr. C. F. Loweth, Chief Engineer of the Chicago, Milwaukee and St. Paul, came in Gardiner August 31st and left via West Yellowstone September 8th. He was here to investigate the feasibility of a road through the Gallatin Mountains through the Northwest entrance, the idea being to use such a road, if built, in transporting passengers from the end of the Milwaukee line at Salesville, Montana, to the main loop road system.

Dr. D. A. Lyon, of the U. S. Bureau of Mines, and Dr. T. O. Tough, of the same bureau, and several assistants, were in the park September 15th-18th inclusive, coming in the southern entrance.

Vice President R. M. Calkins, of the Chicago, Milwaukee and St. Paul, toured the park from September 2nd to 5th, inclusive.

Dr. Henry Van Dyke, who arrived in the park July 31st via Gardiner, left via the same gateway September 8th, after spending the month of August in the park and in the Jackson Hole.

Dr. Henry C. Cowles, of the University of Chicago, entered the park via West Yellowstone with his wife and daughter on September 3rd and left via Cody September 7th.

Wm. C. Adams, Director of the Department of Conservation, State of Massachusetts, was in the park September 3rd-8th, inclusive, entering and leaving via Cody.

Mr. R. H. Clarkson, of the Fred Harvey System, Grand Canyon National Park, arrived by Gardiner September 16th and left via West Yellowstone September 18th.

Mr. J. E. Dorman, U. S. Department of Agriculture, with a party of seven milk experts, some from foreign countries, toured the park in September, leaving via Gardiner on the 8th.

Col. Herman Dowd and daughter, of New York, entered via West Yellowstone September 9th and left via the same gateway on the 14th.

Four hundred members of the Ticket Agents Association visited the park in the early part of September. There were two parties of about two hundred members each, one entering via West Yellowstone on September 10th and leaving via the same gateway on September 11th, and the other group arriving via Gardiner on the 8th and leaving the following day. An itinerary of each of these trips is attached to this report.

Yellowstone Park Wedding

On the morning of September 27th, in the Chapel at Mammoth Hot Springs, Miss Estelle Wagner, of White Water, Wisconsin, and

Mr. George Larkin, of St. Paul, Minnesota, were married. Mr. Larkin is the brother of Mrs. J. E. Haynes, and he has been in the park for several seasons past. An account of the wedding is attached to this report.

Sickness and Medical Attention

Dr. J. Meek Wolfe, National Park Service physician, continued his medical service in the park during the month and reports having made 56 professional calls on park people and received 27 office calls.

Dr. Howard Fleming, who relieved Dr. E. J. Morrissey at the Hotel Company on August 20th, continued his services until the end of the season.

Post Office

The city delivery service to ranger stations at points in the upper park was discontinued at the close of September 17th. The carrier on Route 1 had to leave at the end of August, for personal reasons, and beginning September 1st the two routes were combined and both of them served by one carrier. While this was a hard task for one man, requiring long hours every day, it was a valuable test for the reason that it furnished us with data for a basis for recommendations for the handling of this service next year, which will be made later in connection with a full report of the results of the season's experimental work.

Religious Services

Church services were held in the Post Chapel as follows:

The Rev. Wm. Friend Day, morning and evening of Sept. 2nd.
The Rev. Wm. Friend Day, morning of September 9th.
The Rev. Geo. T. Koehler, evening of September 9th.
The Rev. Wm. Friend Day, morning and evening of September 16th.
The Rev. Geo. T. Koehler, evening of September 20th.

Roman Catholic Mass was held in the Chapel at 5:45 A.M. September 2nd by a visiting priest from Milwaukee, Wisconsin, The Rev. Wm. P. O'Connor.

School

On September 4th, the Yellowstone Park school opened under the direct supervision of Mrs. Jessie L. Cummings, teacher. Mrs. Cummings is a resident of Mammoth. A total of 16 pupils attended, 11 boys and 5 girls, and the monthly report is attached hereto.

Circulars

The following circulars were issued during the month of September, and copies of each are attached hereto:

No. 54	Winter Schedule for Telephone Switchboard Operations	Sept. 22, 1923
55)		
56)	Traffic on Roads (Fall)	Sept. 26, 1923
57	Game Laws in Adjacent States	Sept. 15, 1923

IX. RECEIPTS AND REMITTANCES:

Certified check #735, dated September 21, 1923, drawn by Henry P. Brothers, on Walker Bros., Bankers, Salt Lake City, Utah, to the Director, National Park Service, amount\$ 300.00

Certified check #2127, dated Sept. 7, 1923, drawn by Howard H. Hays on the Northwestern National Bank, Livingston, Montana, to the Director, National Park Service, amount ... 361.95

Certified check #3848, dated Sept. 10, 1923, drawn by Elizabeth Trischman on Yegen Bros., Bankers, to the Director, National Park Service, amount 14.45

Certified check #857, dated Sept. 10, 1923, drawn by J. E. Haynes on Yegen Bros., Bankers, Gardiner, Montana, to the Director, National Park Service, amount 45.95

Certified check #1268, dated Sept. 10, 1923, drawn by H. W. Child on the National Bank of Montana, Helena, Montana, to

the Director, National Park Service, amount	247.20
Certified check #1328, dated September 10, 1923, drawn by H. W. Child on the National Bank of Montana, Helena, Montana, to the Director, National Park Service, amount	92.41
Certified check #1732, dated Sept. 10, 1923, drawn by H. W. Child on the National Bank of Montana, Helena, Montana, to the Director, National Park Service, amount	172.08
Certified check #1832, dated Sept. 10, 1923, drawn by H. W. Child on the National Bank of Montana, Helena, Montana, to the Director, National Park Service, amount ...	209.63
Postal Money Order #53796, dated Sept. 8, 1923, drawn by the Postmaster of Yellowstone Park on the Postmaster at Washington, D. C., amount	76.85
Total	<u>\$ 1,520.52</u>

Cordially yours,

Horace M. Albright,
Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

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DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYO.

ICE OF THE SUPERINTENDENT

September 22, 1933.

CIRCULAR NO. 54.

Effective this date, September 22, 1933, the winter schedule for the telephone switchboard will go into effect, with shifts for operators as follows:

	<u>Operator</u>	<u>From</u>	<u>To</u>	<u>Hours</u>
1.	Sandol	7:30 A. M.	12:30 P. M.	5
2.	Boach	12:45 P. M.	5:00 P. M.	4-1/4
3.	Sandol	5:00 P. M.	6:00 P. M.	1
4.	Boach	6:00 P. M.	8:45 P. M.	2-3/4

Through the winter, Operator Sandol will be available at other hours for handling Government and private telegraph messages.

ERNEST H. ALKEMONT
Superintendent

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
Yellowstone Park, Wyo.

Office of the Superintendent.

September 26, 1923

CIRCULAR #55 -

Effective at once, the following regulations will govern the admission of traffic into the Yellowstone National Park.

1. No person will be allowed to enter the park, without first securing permission from the ranger at the entrance.

2. In order to secure such permission, the prospective visitor must give the ranger complete information, as to where he is going, the routes to be followed and what his business is. The ranger has full authority to deny admittance to the park of any person who has not sufficient reason for making the trip.

3. Cars are subject to search for guns and liquor, both on entering and leaving the park.

4. If the ranger is satisfied that there is sufficient reason for the trip, he will issue a special permit provided for this purpose. This will state the nature of the trip, the destination, and the routes to be followed.

5. No cars will be allowed to drive on the park roads between the hours of 9:00 p.m. and 7:00 a.m.

6. These regulations do not affect regular tourist travel. Any person entering the park for the first time, and who merely desires to make a trip around the park, is entitled to passage over the roads, although he will be issued the required permit in addition to the regular park ticket. He will not be allowed to drive at night, however.

7. These regulations do not apply to the operation of official cars or trucks by park utilities or the government. However, personal cars operated by employees of these organizations, are subject to these regulations.

Any person found violating these regulations will be removed from the park via the nearest entrance.

The above regulations are absolutely necessary for the proper protection of the park. The fact that ranger stations have been robbed, guns promiscuously displayed, and other offenses committed in the park during the fall months, alone makes necessary their promulgation. These will be rigidly enforced throughout the park.

HORACE M. ALBRIGHT.
Superintendent.

DEPARTMENT OF THE INTERIOR.
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
Yellowstone Park, Wyo.

Office of the Superintendent

September 26, 1923.

CIRCULAR # 56 -

INSTRUCTIONS TO RANGERS REGARDING FALL TRAFFIC ON ROADS.

It is necessary to cut fall travel in the park to a minimum. However, it is not desired to interfere with regular tourist travel, but to cut re-entry travel as far as possible. Circular #55, which is enclosed, states the conditions under which cars will be admitted to the park. In order to be effective these regulations must be rigidly enforced. Rangers will stop all cars seen on the park roads, and make them show the proper permit, and also enforce other details of these instructions to the letter.

Persons known to be reliable and law abiding citizens will not be interfered with any more than is necessary, but persons suspected of bootlegging or other violation of the law, or known to be lacking in respect for the Rules and Regulations of the park, will not be issued permits to enter the park, no matter what their reasons may be.

During the coming fall there will be a number of construction crews in the park. No permits will be issued to persons to visit these crews. When such permits are requested, they will be referred to park headquarters, if the request seems to have merit or a real emergency exists, otherwise the ranger will refuse the permit.

HORACE M. ALBRIGHT.
Superintendent.

Department of the Interior
National Park Service
Yellowstone National Park

September 15, 1923.

CIRCULAR NO. 57.

All members of the ranger force charged with the enforcement of the law and rules and regulations governing Yellowstone National Park, and as Game Wardens charged with enforcement of game laws on lands immediately adjacent to the Park, will familiarize themselves with the following laws relating to open hunting seasons on game animals and birds in the adjacent states:

W Y O M I N G

There are game preserves covering all lands immediately adjacent to the east boundary of the Park and any hunting near the east line this year will be illegal. There is a state game preserve covering all land south of the park except a triangular area at the headwaters of the Yellowstone, bordering between five and six miles on the south line of the Park from the Yellowstone River west to a point between the 33 and 34 mile posts; also hunting is permitted in Wyoming from the Teton Divide, near the 5 mile post, three miles east of cascade Creek, to the Wyoming-Idaho line.

The open seasons in Wyoming are as follows:

Elk- - - - - Sept. 15 - Nov. 15, incl.

Deer (with horns)- - - - - Sept. 15 - Oct. 15, incl.

Sheep (mature male with horns not less
than one-half curl) - - - - - Sept. 15 - Nov. 15, incl.

Bull Moose - - - - - Sept. 15 - Oct. 31, incl.
(Fifty permits to be issued)

Bear - - - - - At all times.

Ducks, geese, coots, gallinule, black-
bellied and golden plovers, Wilson
snipe, yellowlegs- - - - - Sept. 16 - Dec. 16, incl.

Rail, other than coot and gallinule- - - Sept. 1 - Nov. 30, incl.

Bag Limits and Possession:- One deer, 1 elk, 1 sheep a season;
8 geese, 15 other game birds a day; possession limited to 15 game
birds.

All hunters must have license. Sale of game prohibited.

M O N T A N A

The only Montana game reserve bordering the park lies west of the Yellowstone River and covers the country lying between the Yellowstone and the Gallatin River near the northwest corner. All other Montana lands bordering the park on the north and west are open to hunting as follows:

Deer (male with horns 4 inches above skull) - Oct. 15 - Nov. 15, incl.

Elk- - - - - (In Gallatin County) - - - - - Oct. 15 - Nov. 15, incl.

- - - - - (In Park County) - - - - - Oct. 15 - Dec. 20, incl.

Bear - - - - - At all times.

There is no open season on sheep or moose, as in Wyoming.

Duck, goose, brant, black-bellied and golden plovers, Wilson snipe or jacksnipe, yellowlegs, coot, gallinule- - - - - Sept. 16 - Dec. 15, incl.

Grouse- - - - - Sept. 15 - Sept. 24, incl.

Rail, other than coot or gallinule - - - - - Sept. 16 - Nov. 30, incl.

Bag Limits and Possession:- One buck deer, 1 elk a season. 20 ducks, 8 geese, 8 brant, 15 in all of plovers and yellowlegs, 25 Wilson snipe, 25 in all of other rails, coots and gallinules a day. Waterfowl legally taken may be possessed until January 10th.

Sale of all game is prohibited and all hunters must have state licenses.

I D A H O

There are no Idaho game preserves bordering the park and hunting is permitted as stated below, on lands outside the park from the Montana-Idaho line, at the Continental Divide, south to the southwest corner, thence east to the Wyoming-Idaho line.

The open seasons are as follows:

Elk- - - - - Nov. 1 - Nov. 30, incl.

Deer - - - - - Oct. 15 - Nov. 15, incl.

Goat - - - - - Oct. 15 - Nov. 15, incl.

Bear - - - - - At all times in counties near the park.

Ruffed grouse- - - - - Sept. 15 - Oct. 15, incl.

Blue grouse- - - - - Sept. 15 - Oct. 15, incl.

Dove - - - - - Sept. 1 - Dec. 15, incl.

Duck, goose, brant, Wilson snipe or jacksnipe, black-bellied and golden plovers, yellowlegs, coot and gallinules- - - - - Sept. 16 - Dec. 31, incl.

Rail, other than coot and gallinule- - - - - Sept. 1 - Nov. 30, incl.

Bag Limits and Possession:- One deer, 1 elk, 1 goat a season. 6 in all of blue and ruffed grouse a day, or in possession; 25 ducks, 8 geese, 25 dove, 8 brant, 15 black-bellied and golden plovers and yellowlegs, 25 Wilson snipe, 50 sora and 25 in all of other rails, coots and gallinules a day.

The sale of all protected game is prohibited.

All hunters must have a state license.

Rangers on the park line will, as soon as possible familiarize themselves with the details of the state game laws, the above being merely a summary of the important features of the laws.

Hunting parties will not be permitted in Yellowstone National Park, except as follows:

Parties in charge of guides in good standing with the park authorities, as a result of their conduct in the past, will be permitted to travel through the park on the roads provided they have their guns sealed at the entrances and report at all ranger stations along the route, and go through the park in the shortest time possible. They will be permitted to bring their trophies and meat through the Park on returning, provided the meat and trophies are properly tagged as required by state game laws. Rangers will attach the regular park gun-seal to all game meat to be transported through the park. This should be placed in such a manner that it will be impossible to transfer it to a different piece of meat. The best manner is to seal around the leg, or in the case of small portions, sticking the wire through the meat itself and sealing both ends. Meat must be inspected at all times upon exit from park, and any found without the regular park seal attached will be cause for arrest of the party.

Limits of game in possession will be governed by law of the state in which the entrance gateway is located. In other words, if a man appears at the western entrance with 20 ducks in possession, he should be allowed to pass even though the ducks may have been killed in Wyoming where 15 is the possession limit.

Guns will again be sealed on the return trip through the Park. Parties in charge of guides in good standing will also be permitted to use the Eagle Pass Trail, leading from Eagle Pass down Mountain Creek to the Yellowstone, thence up the Yellowstone to Bridger Lake, but guns on such parties must be sealed at Sylvan Pass prior to entering the Park and must be inspected at the Thorofare Station before leaving the Park. Likewise, should such parties wish to return across the Park, bringing meat and trophies, they must have these and their guns sealed at the Thorofare Station and their meat and trophies must be inspected to ascertain whether or not all Wyoming game laws have been strictly complied with.

All roads not a part of a direct route between entrances, such as the road between headquarters and Grand Canyon via Tower Falls, between Norris and West Thumb via Old Faithful, etc., will be closed to hunting parties. Likewise, all trails except the Eagle Pass Trail and the Upper Yellowstone Trail from Mountain Creek to the south boundary will be closed to hunting parties on and after September 15th.

All rangers will refrain from accepting from parties hunting outside Park, big game meat for use in their stations. No ranger will be granted leave of absence from his duties to hunt.

All rangers are expected to kill as many predatory animals as possible. Predatory animals, so far as the Park is concerned, are as follows:- Coyotes, wolves and mountain lions.

Rangers will keep careful record of all hunting parties passing through Park and will endeavor to obtain as much information as possible regarding amount of game killed on lands outside the Park which are open to hunting.

Rangers on Thorofare Station will give particular attention to gathering data about the killing of moose.

Gathering and selling elk teeth is one of the most despicable occupations that a man can engage in. Special effort should be given to the detection of tooth hunters working either inside or outside the park. Rangers should collect teeth from animals found dead from natural causes, and such teeth, together with teeth confiscated from tooth collectors, should be turned into the Superintendent's Office as soon as possible after coming into possession of them.

Winter-keepers or other persons in the park during the winter, will not be permitted to keep unsealed arms, or do any shooting whatever. All permits for hunting predatory animals, or carrying unsealed arms which have been issued, are hereby cancelled.

In case of action by animals threatening life or property, the seals on guns may be broken for protective purposes, but prompt report must be made by telephone to the nearest ranger station giving all facts in the case. The ranger so notified will proceed to the scene as soon as possible, make a complete report on all facts in the case, and re-seal the arms.

HORACE M. ALBRIGHT
Superintendent

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DEPARTMENT OF THE INTERIOR.
NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK.

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF *September*, 192*3*

	NORTH.		WEST.		EAST.		SOUTH.		ALL TRAIL ENTRANCES.		SUMMARY.	
	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Horses.	People.	Cars.	People.
Automobile permits issued	682	2146	411	1299	632	1925	326	1041			2051	6411
mobile permits issued (complimentary)	3	7	2	7	0	6	0	0			5	14
Cars entering second time	90	282	79	263	45	157	23	68			237	710
Motor-cycle permits issued	9	15	7	9	7	8	4	6			27	38
Total	784	2450	499	1578	684	2090	353	1115			2320	7233
Passengers in horse-drawn vehicles												
Passengers on horseback		34		10		25		10				79
Passengers on bicycles												
Passengers on foot												
<i>Other Transportation</i>												
Total incoming passengers with private transportation	784	2484	499	1588	684	2115	353	1125			2320	7312
WITH HIRED TRANSPORTATION.												
Yellowstone Park Transportation Co												
Total incoming passengers with hired transportation		2464		1951		436		74				4925
Total Incoming Passengers	784	4948	499	3539	684	2551	353	1199			2320	12237

Total automobiles in public camping grounds

Total passengers Cooke City stage

SEASON TOTAL END OF LAST MONTH

Total automobile campers in public camping grounds

Total visitors Cave Falls—Bechler River Region

SEASON TOTAL TO DATE

Books for the season closed on

Grand